MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., MAY 27, 1932.

The tenth meeting of the Commission of Fine Arts during the fiscal year 1932, was held in its office in the Interior Department Building on Friday, May 27, 1932. The following members were present:

Mr. Moore, Chairman,
Mr. Cross,
Mr. Weinman,
Mr. Swartwout,
Mr. Clarke,
and Mr. H. P. Caemmerer,

Executive Secretary and Administrative Officer. Mr. William Mitchell Kendall, representing the firm of McKim, Mead and White, architects of the Arlington Memorial Bridge, was also present. The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES: The Minutes of the meeting held April 26, 1932, were approved, with the suggestion by Major Clarke that the word "modernistic" on page 16, subject 13, Folger Shakespeare Library, line 4, be changed to "modern".

2. DESIGN FOR GAS STATION: Mr. Julius Wenig, architect, of Washington, presented sketches for a proposed gasoline station at 27th Street and New Hampshire Avenue, N. W. The structure would be adjacent to the Rock Creek and Potomac Parkway, which is in the area prescribed by the Shipstead-Luce Act. The Commission disapproved the sketches and suggested a further study of the design. In this connection the Commission called attention to the type of service stations designed by Major Clarke for the Bronx Parkway. Prints of these were brought to the attention of Mr. Wenig for use in connection with a further study of the design. (Exhibit A)

Model of monument & panel by letter to 2nd Gen. Office 6/14/32

3. HARRODSBURG MEMORIAL: By letter, dated May 26, 1932, Brigadier General L. H. Bash, Chief of the Construction Division, Office of the Quartermaster General, War Department, submitted a design for the landscape treatment of the monument to the pioneers of the West at Harrodsburg, Kentucky, as follows:

My dear Mr. Moore:

I am submitting herewith for the information and approval of the Commission, landscape plan of the Harrodsburg Memorial. This was prepared for the Architect of the Memorial, Mr. Francis Keally, by Mr. Armistead Fitzhugh, of the office of A. F. Brinckerhoff, Landscape Architects, 101 Park Avenue, New York City.

It is understood that in the preparation of the plan the Landscape Architect member of the Commission was consulted. Favorable action by the Commission on the plan herewith would be appreciated, as it is necessary to start this spring on root pruning and preparation of the various trees and shrubs for transplanting.

Very sincerely yours,
(Signed) L. H. Bash, Q. M. C.,
Assistant to the Quartermaster General.

The plan was brought to the particular attention of Major Clarke, who said he had seen it and regarded it satisfactory. Upon his recommendation the Commission approved the design. (Exhibit B)

4. OLD CROSSING TREATY MEMORIAL: The Secretary reported that he had received a telephone call by long distance from Carl Mose, of Minneapolis, regarding his model for the Old Crossing Treaty Memorial, of which he has submitted photographs. The photographs were brought to the particular attention of Mr. Weinman, who recommended:

"Closer study of right arm and hand, also left hand. Most apparent fault is in long fold falling from wrist at left hand down below left knee, front view photograph. This fold seems to give leg broken appearance and should be arranged so as to suggest or follow the natural movement of the leg."

The Commission concurred in the recommendations of Mr. Weinman. Mr. Mose was informed by telegraph of these recommendations. (Exhibit C)

5. JANE A.DELANO MEMORIAL: Dr. R. Tait McKenzie, sculptor, resubmitted a design for the Jane A. Delano statue together with photographs of his revised model. It suggested a symbolic figure of a nurse 6' 6" in height in a niche. The photographs of the model were brought to the particular attention of Mr. Weinman. Mr. Weinman felt that some improvement had been made in the design over that previously submitted but the figure was still not satisfactory to him nor to the other members of the Commission, who also criticized the architecture of the memorial. Mr. Weinman made the following criticisms:

> "The statue indicated on the drawing at 6' 6" would seem of sufficient size. The niche, however, should be widened so the statue will not appear cramped as the drawing shows it to be. This will involve widening of the entire pylon against which the statue is placed. In widening the niche, it should also be made somewhat higher, in order that from any reasonable perspective the head of the bronze statue will not appear to push against the top curve of the niche. The peak of the pylon should have a flat curve; and the end posts of the seat, being rather bulky, should be replaced by flat cheek pieces. The Commission suggest carrying the steps to the end, in order to give the effect of raising the base. The upper part of the statue should have more volume, to be attained by a different arrangement of the drapery."

A report was sent to Dr. McKenzie. (Exhibit D)

In the consideration of this design, Mr. Moore brought to the attention of Dr. McKenzie a cut of Sir George Frampton's statue of Edith Cavelle, which appeared in "Everybodys Magazine" of October 1918.

6. FREER GALLERY PLANTING PLAN: Mr. Moore asked Major Clarke about the planting at the Freer Gallery of Art, saying he had sent Mr. Clarke's report to Mr. John Lodge, Curator, who said he did not think he could carry it out.

Mr. Moore explained to Major Clarke the theory of the Mall according to the Plan of 1901. Major Clarke said he would be opposed to any high hedges--instead a 4--5' thick hedge about 2½ feet high would be sufficient to keep people out--low planting and a low hedge in his opinion would be best. Mr. Moore said what they wish is an outdoor museum. Major Clarke said he would see Mr. Lodge about the matter.

7. NAVAL HOSPITAL DEVELOPMENT: In behalf of the Navy Department, the Allied Architects of Washington, represented by Mr. Delos Smith and Mr. B. C. Flournoy and Professor F. V. Murphy, submitted a perspective showing the development as it would appear from the Lincoln Memorial and the Arlington Memorial Bridge, looking northward. The Commission were quite satisfied with the lay-out.

Mr. Smith said that it is not proposed now to build the terrace wall on the south slope of the grounds nor to construct the garage under the terrace. This upper terrace is from 80-90 feet wide and the question was raised whether or not the wall could be omitted and the terrace given a grassy slope. It was decided that this matter could be held in abeyance pending a definite decision as to the construction of the garage.

The Commission recommended that particular study be given to the 23rd Street side and that a sketch for this treatment be submitted at the next meeting of the Commission. This sketch should show 23rd Street widened to 50 feet, providing space for planting, a sidewalk, a new wall (the old wall is to be entirely removed) and then a grassy slope to the upper level.

A report was sent to the Secretary of the Navy. (Exhibit E)

8. LANDSCAPE PLAN, CHEVY CHASE CIRCLE: By Act of Congress (Public No. 15, 72nd Congress), approved April 8, 1932, the erection of a fountain was author-

ized at Chevy Chase Circle, as follows:

JOINT RESOLUTION

For the improvement of Chevy Chase Circle with a fountain and appropriate landscape treatment

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Director of Public Buildings and Public Parks of the National Capital is authorized (1) to provide for the erection of a memorial fountain of simple design at Chevy Chase Circle in the District of Columbia and for appropriate landscaping in connection therewith, and (2) to accept, on behalf of the United States, donations for such purposes except that the work herein authorized shall not be commenced until there shall have been received donations equal in the aggregate to the estimated cost of such work and unless such work can be completed within a period of three years from the date of enactment of this Act. The United States shall be put to no expense in connection with such work. The plans and designs for such fountain and landscaping shall be approved by the National Commission of Fine Arts."

Approved, April 8, 1932.

Colonel Grant asked whether the design prepared by Mr. Edward W. Donn, architect, of Washington, had been approved by the Commission, and was informed that the Commission had taken no action on it. Thereupon, Mr. Donn's plan was considered. Colonel Grant said he objected to the design because it does not treat the cross walks properly with respect to traffic at Chevy Chase Circle. The walks are off axis from the street and the memorial proposed in the design itself seems small.

Mr. Charles W. Eliot, Director of Planning of the National Capital Park and Planning Commission, presented in behalf of Colonel Grant a plan they prepared showing a more comprehensive treatment of the circle and proposing a more monumental memorial. Mr. Eliot said Chevy Chase Circle is at the District of Columbia boundary and is a focal point that should be emphasized with respect to Western Avenue and also Connecticut Avenue. The memorial in the design

presented by him takes this into consideration and also provides for a more monumental memorial.

The Commission decided to take these plans into consideration in connection with the further development of the project, but determined that a fountain with a basin approximately 60 feet in diameter in the center of the circle would be satisfactory. TheCommission recommended two rows of trees around the circumference of the circle with a walk between the rows. There should be no sidewalk at the curb. The Commission decided to bring these suggestions to the attention of Mr. Donn, who it is understood will prepare the landscape plan for Chevy Chase Circle. (Exhibit F)

9. AMERICAN PHARMACEUTICAL ASSOCIATION: Dr. E. F. Kelly, Secretary of the American Pharmaceutical Association, and Mr. S. L. Hilton met with the Commission at lunch and spoke of their plans to erect their headquarters building, which was authorized recently by Congress by an Act, approved May 13, 1932, Public Resolution No. 18. Dr. Kelly said since the National Capital Park and Planning Commission has now agreed with the Commission of Fine Arts in allowing the erection of the building at the site recommended by Mr. Pope (Exhibit G), namely 20 feet in front of the line of the National Academy of Sciences Building, they propose to begin building operations as soon as possible--probably in about three weeks when Sir Henry Wellcome, noted pharmacist of London, is expected to be present in Washington. Dr. Kelly said just as Sir Henry Wellcome has erected a large laboratory in London, so they propose to interest him in the erection of a laboratory to the north of their building in due time. Dr. Kelly presented a floor plan, showing library and room for book stacks on the right of the building and a museum on the left, in addition to offices on the main floor. Dr. Kelly said originally

it was proposed to put the laboratory on the main floor but it has since been found necessary to erect a separate building for the laboratory. Dr. Kelly presented a photograph of a proposed statue to Mr. Proctor, one of the original promoters of pharmacy in the United States, saying that this statue was about to be cast when the building proposition was taken up. Now it has been suggested to place the statue in the main lobby of the building where Mr. Pope has provided a site for it. Mr. Weinman inspected the photograph of a model of the statue, which was made several years ago, and after consideration, disapproved the suggestion to secure a statue. He said the memorial feature to Mr. Proctor could be provided for in a medallion with an inscription. Other members of the Commission suggested mural decorations. This matter is to be further considered by Mr. Pope.

10. PLANS FOR BELVOIR RESTORATION: The Secretary presented a set of drawings by Major H. Brook Price, Reserve Officer of the U. S. Engineer Corps, for the restoration of Belvoir at Fort Humphreys. This was the mansion of Sir William Fairfax, brother of Lord Fairfax, and was built about the time of Mount Vernon, that is, in 1734. Here George Washington spent considerable time in his youth. The restoration has been endorsed by the American Society of Engineers and meets with favor by the staff at Fort Humphreys, which is located on the Belvoir Estate about two miles south of Mount Vernon. The Secretary also called attention to the landscape plan for Fort Humphreys that had been prepared with the advice of the Commission of Fine Arts and is being carried out. When the plan was prepared a few years ago the Commission visited the ruins of Belvoir, and the restoration of this was recommended by the Commission at that time.

The Commission inspected the drawings and were well pleased with them. The house was of the Colonial type. Major Price had included in the drawings a design of the grounds with the old ruins and a proposed garden treatment adjacent to the river. The house when built is to serve as the Commandant's house. This suggestion was heartily endorsed by the Commission. (Exhibit H)

11. FOUNTAIN, MERIDIAN HILL PARK: Mr. H. W. Peaslee, architect, presented a sketch for fountains on the east and west ends of the grand terrace of Meridian Hill Park. This design was brought to the particular attention of Major Clarke. In design the fountain is similar to that at the Villa Medici in Rome. Major Clarke regarded it entirely satisfactory as a type of fountain for the grand terrace. Upon his recommendation the Commission approved the design. (Exhibit I)

During an inspection of the site, Major Clarke called attention to improvements which should be made in carrying out the planting scheme for Meridian Hill Park. This he wishes to make the subject of special study in the near future. As a preliminary consideration, Major Clarke recommended the planting of vines for the fence on the north side of Meridian Hill Park. On the 16th Street side Major Clarke strongly advised that the trees and shrubbery be not clipped on the street side but only inside the wall.

12. WILLIAM JENNINGS BRYAN MEMORIAL: By Act of Congress, approved June 18, 1930, (Public No. 90, 71st Congress) Congress authorized the erection in the National Capital of a memorial to William Jennings Bryan, former Secretary of State (Exhibit J). Mr. Moore stated that Hon. Josephus Daniels, Chairman of the William Jennings Bryan Memorial Association, had been in con-

Approved in Potomac Park July 12, 1932. Afterward Meridian Site

sultation with him and Mr. Gutzon Borglum had been appointed to design the monument, the model for which is in the Corcoran Gallery of Art.

The Commission inspected the model in the afternoon in the presence of Mr. Borglum. Mr. Borglum had portrayed Mr. Bryan 8½ feet high, with a cloak, to symbolize his statesmanship, and standing in the attitude of an orator. The Commission felt Mr. Borglum had portrayed Mr. Bryan in an interesting way. In general the Commission approved the model. Mr. Weinman made the following suggestions:

"The head and hands of the statue should be studied further by the sculptor. The pedestal should be lowered one-third or one-fourth and the moulding should have further study from an architectural point of view. The bronze panels for the pedestal should be omitted. Possibly they might be replaced by inscriptions cut into the marble. These panels detract from the importance of, and interest in the statue of Mr. Bryan. Within a year or two they would discolor the pedestal and would become simply black spots on it."

The question of site was considered. Mr. Moore stated that the Bryan Memorial Association favors a site about 150 feet north of Constitution Avenue near the Lincoln Memorial. This site was inspected by the Commission during the afternoon and generally endorsed. It was noted, however, from the Act that Congress had specified that the statue should not be erected in Potomac Park. Mr. Moore was of the opinion that the site near the river front was rather along the Rock Creek Parkway but Lieut. Col. U. S. Grant, Director of Public Buildings and Public Parks, who was present, stated that recently he had occasion to get an official decision as to the boundary of Potomac Park and this area was considered a part of Potomac Park. He felt, therefore, that he could not under the law allow the erection of the statue at

that location. The Commission then considered some other location and decided to recommend the triangle between 18th and 19th Streets on the north side of Pennsylvania Avenue. A report was sent to Mr. Daniels. (Exhibit J-1; J-2

13. LAMP STANDARDS FOR CAPITOL GROUNDS: At the request of Mr. David Lynn, Architect of the Capitol, the Commission gave further consideration to designs of models submitted by him for lamp standards at the Capitol Grounds, particularly near the Senate Office Building and the Plaza. These designs were made by: (a) Bennett, Parsons and Frost, architects, of Chicago; (b) Wyeth and Sullivan, architects, of Washington.

The members of the Commission had given the matter careful consideration and reported that a further study of each of these models would be necessary before they would be acceptable.

The Secretary stated that in connection with the question of making a new design for a lamp standard that would be acceptable, Wyeth and Sullivan had informed him that they were not insistent on being selected as the final designers of the model and it was agreeable to them if the design of Bennett, Parsons and Frost would be selected, subject to modifications, and agreeable to Mr. Lynn. Accordingly, Mr. Edward H. Bennett, representing Bennett, Parsons and Frost, who attended the meeting of the Commission, considered the question of a revised design with the Commission. He said that his firm was not satisfied with the model, which differed from the standard Millet lamp post of Washington in that it has an aluminum pole with inverted lights. Mr. Bennett said that Mr. Lynn urges a lamp post with inverted light for the location proposed and that the aluminum post is preferable to the cast iron lamp post since it simply bends, whereas the iron lamp post when struck by an automobile is subject to breakage and has caused injury.

The Commission recommended that Mr. Bennett submit a new design for their consideration. This should show a much smaller finial, a re-study of the cross-arm and a somewhat thicker and tapered pole. Also the Commission felt that the base of the lamp post could be improved. A report was sent to Mr. Lynn. (Exhibit K; see also K-1)

14. PLANS FOR THE TRIANGLE SOUTH OF PENNSYLVANIA AVENUE: The Commission inspected cabinet sketches of the architecture of the grounds of the Triangle south of Pennsylvania Avenue, submitted in behalf of the Secretary of the Treasury by Mr. Louis Simon of the Supervising Architects Office and Mr. Edward H. Bennett, Chairman of the Board of Architectural Consultants. Mr. Bennett was present during the consideration of the sketches.

Mr. Bennett stated that the Board of Architectural Consultants had approved the sketches he was submitting to the Commission for approval.

1. Design for Kiosks: This was inspected by the Commission and approved.

2. Design for Pylons: The Commission approved the architectural design of the pylon and advised that the eagle must be re-studied by a sculptor. The Commission called attention to the splendid design of the eagle by C. Paul Jennewein, sculptor, which is on the pylon of the Arlington Memorial Bridge. Mr. Bennett agreed that this should be done as the pylons will have a conspicuous place facing Constitution Avenue and at leading intersecting points of the Triangle development, especially on 14th Street.

3. Fountain: Mr. Bennett offered a sketch for a fountain to be erected in the great circle adjacent to the Post Office Department and Internal Revenue Building. The Commission felt that a fountain would be appropriate for this circle but advised a further study of the design for the fountain.

4. Landscape Treatment for the Plaza: Mr. Bennett offered a sketch of the landscape treatment for the plaza on the north side of the Department of Commerce Building, which is to have a fountain in the center of it. The Commission called attention to the fact that the representatives of the State of Pennsylvania some months ago had taken up the matter of raising funds for a large fountain which they expected would be placed on this plaza at the head of Pennsylvania Avenue. Pending the erection of the fountain the Commission suggested that the plaza be graded and that trees be planted on it.

5. Flagpole: Mr. Bennett submitted a revised design of a flagpole base. This was inspected by the Commission and approved. A number of these flagpoles are to be erected along Constitution Avenue in front of the new Department Buildings and at other points in the Triangle. These flagpoles are to be about 75 feet high and will have a bronze base.

6. Landscape plan for Great Plaza: Mr. Bennett offered informally a landscape plan for the Great Plaza, showing a column at the east end of the plaza. Mr. Bennett said he was not submitting this design officially since it has not been acted on by the Board of Architectural Consultants but as he had the sketch here, he felt it would be advisable to bring it to the attention of the Commission in connection with the other sketches. The Commission felt that this plan should be given considerable further study. The Commission called attention to the fact that the Oscar Straus Fountain, designed by Mr. John Russell Pope, architect, is to be erected on the west side of the plaza adjacent to 14th Street. The Commission advised further study of the design of the pool proposed by Mr. Bennett on the plaza.

The question of the design of the column, which is to be known as "Communication" since it is to have the Post Office Department for a back-

ground, should be given further study. A report was submitted to the Secretary of the Treasury. (Exhibit L)

15. BUS TERMINAL: The Secretary stated that he had talked with Mr. T. Yancy Milburne, architect, regarding the new bus terminal to be built at the site of the old Metropolitan Hotel on the north side of Pennsylvania Avenue between 6th and 7th Streets. Mr. Milburne reported that he has not prepared a revised design in view of certain negotiations which he has pending with a client to occupy one of the stores and that until certain agreements are made with prospective tenants he says it will be impossible to prepare the revised design desired by the Commission.

16. COLUMBIA ISLAND PLAZA: The Commission of Fine Arts considered the report submitted by Major Gilmore D. Clarke, landscape architect member of the Commission, for the treatment of Columbia Island Plaza, with Mr. Kendall of the firm of McKim, Mead and White, and with Colonel Grant. The Commission disapproved the plans prepared for the Columbia Island development in the office of Colonel Grant by Mr. Payne.

The Commission concurred in the report of Major Clarke that each of the circles of the Plaza have a radius of 100 feet and that the adjacent roadway should have a width of 50 feet. There should be movable posts in the center of the plaza to be removed only at times of ceremonial processions to Arlington, thus requiring automobiles to go around the circles in going over the Memorial Bridge in either direction. There is also to be a curb near the circles and pavement and also planting. For the curb the same kind of stone is to be used as for the pavement on the cross axis and the stone of the pavement should be different from that of the Memorial Bridge proper. Thus the Commission gave emphasis to the cross axis on Columbia Island

Plaza, as was contemplated by the Architects of the Arlington Memorial Bridge when the designs were made. The curbs are deemed very important to prevent parking of automobiles on the Plaza.

As for the development of Columbia Island proper, the Commission decided that should consist almost entirely simply of grass and trees. These are two of the elements that give beauty to Arlington National Cemetery and a simple development of Columbia Island in this manner will conform to the development of Arlington. Also it will add to the size of Columbia Island. These features are to be embodied in a new plan for Columbia Island. Also the plan should show the border drive and the Mount Vernon Highway.

In this connection the Commission called attention to the importance of some official action with reference to the road along the east side of Arlington between Rosslyn and Alexandria, Virginia. So long as it is allowed to continue as at present it interferes greatly with the plan for the Memorial Avenue as an approach to Arlington. This road to Alexandria should be depressed and this in the opinion of the Commission can be done without great cost since the contour of part of the roadway in front of Arlington is quite low.

A report embodying these recommendations was sent to Colonel Grant. (Exhibit M; see also M-1)

17. ARLINGTON MEMORIAL BRIDGE LIGHTING: The Commission visited the Arlington Memorial Bridge in company with Major D. H. Gillette, Assistant Executive Officer, Arlington Memorial Bridge Commission, and Mr. Wm. Mitchell Kendall, representing the firm of McKim, Mead and White, architects of the Arlington Memorial Bridge, to inspect models of lighting fixtures.

These lighting fixtures were placed on exhibition by the Crouse-Hinds Company of Syracuse, New York. They represented the low type of lighting fixture which would cause the light to be reflected from four-foot posts designed similar to those of St. Peter's Plaza in Rome. The Commission inspected this lighting on the evening of the meeting and drove over the bridge several times during the inspection. The models were placed at the curb of the bridge 55 feet apart on the Lincoln Memorial side of the bridge. The Commission were not satisfied with this low lighting as the light struck the pedestrian in the eye and also the occupants of automobiles. The suggestion was made that these lighting fixtures could be installed in the dies of the Memorial Bridge. The models were thereupon placed near the dies between sections of the balustrade but this experiment likewise proved unsatisfactory. The Commission, therefore, decided that this low lighting scheme would not prove satisfactory and disapproved the installation of the Crouse-Hinds fixtures.

Another inspection was then made of the lighting by the large lamp posts similar to the street posts of the city. These were 15 feet high, placed 110 feet apart on the Lincoln Memorial side of the bridge and staggered 110 feet apart on the Columbia Island side of the bridge. The Commission felt that the lighting by the lamp posts was much better than that by the low lighting fixtures but they felt that the lamp posts for the Memorial Bridge should be especially designed by McKim, Mead and White, architects of the Arlington Memorial Bridge, and that it should be a lower lamp post. A report was made to Colonel Grant accordingly. (Exhibit N; see also N-1)

The Commission also decided that sculptural figures for the Memorial Bridge should be reduced from 13' 6" to 12' 6", according to the recommendation of Mr. Kendall.

The Commission adjourned at 6:30 p. m. The Commission had as their guests at luncheon: Hon. Robert Lincoln O'Brien, Chairman of the Tariff Commission: Colonel Grant; Dr. E. F. Kelly, Secretary, and Mr. S. L. Hilton of the American Pharmaceutical Association; Mr. Edward H. Bennett; Major Gillette, Mr. Nagle and Mr. Payne; Mr. Peaslee; and Mr. Earle S. Draper.

C O P Y

June 1, 1932.

Dear Mr. Wenig:

The Commission of Fine Arts at their meeting on May 27, 1932, inspected preliminary sketches you submitted for a proposed gasoline service station at 27th Street and New Hampshire Avenue, N. W. The Commission disapprove the design. It is fundamentally bad in design and unduly elaborate in its details.

The Commission call your attention to the enclosed prints of oil stations erected along the Bronx Parkway in New York City. The Commission suggest that you give further study to the matter as to both design and landscape treatment of the site.

For the Commission of Fine Arts:

Very respectfully yours,

(Signed) Charles Moore,

Chairman.

Mr. Julius Wenig,
915--17th Street,
Washington, D. C.

EXHIBIT A

C O P Y

June 1, 1932.

Dear General Bash:

The Commission of Fine Arts at their meeting on May 27, 1932, were pleased to inspect the drawing you submitted with your letter of May 26, for the landscape treatment of the Harrodsburg, Kentucky, Memorial. The plan was brought to the particular attention of Major Gilmore D. Clarke, landscape architect member of the Commission, and upon his recommendation the Commission approved the plan.

For the Commission of Fine Arts:

Very respectfully yours,

(Signed) Charles Moore,

Chairman.

Brigadier General L. H. Bash, Chief,
Construction Division,
Office of the Quartermaster General,
War Department,
Washington, D. C.

EXHIBIT B

OFFICIAL
TELEGRAM

May 27, 1932.

Western Union

Carl C. Mose,
3210 Girard Avenue South,
Minneapolis, Minnesota.

Today Commission of Fine Arts approved in general model for Old Crossing Treaty Monument. Commission suggest closer study of right arm and hand, also left hand. Most apparent fault is in long fold falling from wrist at left hand down to below left knee, front view photograph. This fold seems to give leg broken appearance and should be arranged so as to suggest or follow the natural movement of the leg.

Charles Moore,
Chairman.

C O P Y

EXHIBIT C

C O P Y

June 1, 1932.

Dear Dr. McKenzie:

The Commission of Fine Arts at their meeting on May 27, were pleased to inspect with you the revised design for the Jane A. Delano Memorial.

The Commission are of the opinion that the statue indicated on the drawing at 6' 6" would seem of sufficient size. The niche, however, should be widened so the statue will not appear cramped as the drawing shows it to be. This will involve widening of the entire pylon against which the statue is placed. In widening the niche, it should also be made somewhat higher, in order that from any reasonable perspective the head of the bronze statue will not appear to push against the top curve of the niche.

The Commission also suggest that the peak of the pylon should have a flat curve; and that the end-posts of the seat, being rather bulky, should be replaced by flat cheek pieces. The Commission suggest carrying the steps to the end, in order to give the effect of raising the base.

Regarding the statue itself, it is the opinion of the Commission that the upper part should have more volume, to be attained by a different arrangement of the drapery.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Charles Moore,

Chairman.

Dr. R. Tait McKenzie,
2014 Pine Street,
Philadelphia, Pennsylvania.

EXHIBIT D

C O P Y

June 1, 1932.

Sir:

The Commission of Fine Arts at their meeting on May 27, 1932, were pleased to inspect progress studies for the Naval Hospital development submitted in behalf of the Allied Architects of Washington, D. C., Inc. The Commission were in conference with Mr. Delos Smith, Mr. B. C. Flournoy and Professor F. V. Murphy in regard to them.

The plan showing the Naval Hospital site from the Lincoln Memorial shows satisfactory progress. Further consideration will be given to the design for the terrace near the buildings. Originally a garage under this terrace was proposed. If the garage is not to be built, it will make desirable a different treatment of the terrace.

The Commission considered the development along Twenty-third Street and recommended to the Allied Architects that a plan for the Twenty-third Street side showing a continuous row of trees be submitted at the next meeting of the Commission of Fine Arts.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

The Honorable
The Secretary of the Navy,
Washington, D. C.

EXHIBIT E

C O P Y

June 8, 1932.

Dear Colonel Grant:

The Commission of Fine Arts at their meeting on May 27, 1932, considered plans for a fountain at Chevy Chase Circle, as authorized by Congress. The basis of discussion was plans prepared by Mr. Edward W. Donn, architect, and by your office.

The Commission advise a thoroughly well constructed low circular basin, approximately sixty feet in diameter, for the center of the space, such basin to give a fine display of water but to have no architectural features.

Around the circumference of the circle the Commission advise two rows of trees, with a walk between the rows. There should be no sidewalk at the curb.

The Commission are prepared to give more detailed advice when a plan embodying the above features shall be submitted.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

Lieutl.Col. U. S. Grant 3d, Director,
National Capital Park and
Planning Commission,
Washington, D. C.

EXHIBIT F

C O P Y

ARLINGTON MEMORIAL BRIDGE COMMISSION

April 20, 1932.

Mr. H. P. Caemmerer,
c/o Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

Subject: Trees in front of American Pharmaceutical Building.

Dear Mr. Caemmerer:

Inclosed herewith for your information is a partial plan of Constitution Avenue showing the location of trees Nos. 91, 93, 142 and 143, marked with green crayon, as they will be planted shortly under the Arlington Bridge contract. The trees in the back row are merely indicated, as they will not be planted at this time.

The data upon which this sheet is based is taken from a photostat copy of Mr. Pope's landscape scheme. Please refer the blue print to him for comment as he may have some other desires in regard to the back row of trees. I might say that the reason this sheet was not sent to him before is because there was no plan for planting trees between 22nd and 23rd Streets at this time and four trees suddenly became available under the present contract, so that there has not been time to refer this matter to Mr. Pope direct. I am sure, however, that he will not have any objections to the location of these trees as they conform to the street trees, and will be set at a grade which will not do violence to either Constitution Avenue or any plan Mr. Pope may have for the grounds of the building.

Very truly yours,

(Signed) U. S. Grant, 3d,
Executive and Disbursing Officer.

Incl. 1

EXHIBIT G

C O P Y

June 1, 1932.

My dear Major Price:

The Commission of Fine Arts at their meeting on May 27, 1932, enjoyed seeing your drawings which show a proposed restoration of "Belvoir on the Potomack". Purely as a matter of architectural history the Commission regard highly the discoveries you have made as to the house and gardens, the roads and outhouses of the plantation. On the old foundations you have designed a building which corresponds to houses of its period and the social and financial standing of its owner.

In connection with the plans for the development of Fort Humphreys prepared a few years ago with the advice of the Commission of Fine Arts (a print of which appears in the accompanying report of the Commission on page 109) the Commission recommended the restoration of Belvoir.

The Commission would be pleased if the War Department should see fit to rebuild the mansion at Belvoir as shown by you, to be used as the Commandant's house at Fort Humphreys. Of course the gardens also should be restored along the lines shown on the plans.

Belvoir was intimately connected with George Washington's life from the time he went to Mount Vernon until the Revolution took him from private life. The opportunity for a restoration of the entire estate should be welcomed by the War Department for historical, practical and sentimental reasons.

For the Commission of Fine Arts:

Yours very truly,
(Signed) Charles Moore,
Chairman.

Major H. Brooks Price,
1316 New Hampshire Avenue,
Washington, D. C.

EXHIBIT H

C O P Y

May 31, 1932.

Dear Colonel Grant:

The Commission of Fine Arts, at their meeting on May 27, 1932, had presented to them a preliminary design for a fountain at the east and west ends of the Grand Terrace of Meridian Hill Park, designed by Mr. H. W. Peaslee, architect. The design was given particular attention by Major Gilmore D. Clarke, Landscape Architect member of the Commission.

After inspection of the site, the Commission approved the design.

For the Commission of Fine Arts:

Very respectfully, yours,

(Signed) Charles Moore,

Chairman.

Lieut. Col. U. S. Grant, Director,
Public Buildings and Public Parks
of the National Capital,
Washington, D. C.

EXHIBIT I

[PUBLIC RESOLUTION—No. 90—71st CONGRESS]

[S. J. Res. 127]

Joint Resolution Authorizing the erection on the public grounds in the city of Washington, District of Columbia, of a memorial to William Jennings Bryan.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Director of Public Buildings and Public Parks of the National Capital be, and he is hereby, authorized and directed to grant permission to the William Jennings Bryan Memorial Association for the erection on public grounds of the United States in the city of Washington, District of Columbia, other than those of the Capitol, the Library of Congress, and the White House, of a memorial to William Jennings Bryan, one time Member of the House of Representatives of the United States Congress from the State of Nebraska, Secretary of State of the United States, and three times nominated by his party for President of the United States.

SEC. 2. The design of the memorial shall be approved and the site shall be chosen by the Commission of Fine Arts, and the United States shall be put to no expense in or by the erection of the said memorial.

SEC. 3. The memorial herein provided for shall not be erected or placed in any part of the Mall or Potomac Park, nor on any ground within one-half mile of the Capitol.

SEC. 4. The memorial shall be erected under the supervision of the Director of Public Buildings and Public Parks of the National Capital, and all funds necessary to carry out its erection shall be supplied by the donors in time to permit the completion and erection of the memorial not more than three years after the site is reported available for the purpose.

Approved, June 18, 1930.

EXHIBIT J

C O P Y

June 1, 1932.

My dear Mr. Daniels:

The Commission of Fine Arts at their meeting on May 27, 1932, considered the full-sized model of a statue of William Jennings Bryan by Gutzon Borglum, sculptor, at the Corcoran Gallery of Art. Mr. Borglum conferred with the Commission. The Commission felt that Mr. Borglum has portrayed Mr. Bryan in an interesting way. The Commission approve the model, with these reservations:

The head and hands of the statue should be studied further by the sculptor. The pedestal should be lowered one-third or one-fourth and the moulding should have further study from an architectural point of view. The bronze panels for the pedestal should be omitted. Possibly they might be replaced by inscriptions cut into the marble. These panels detract from the importance of, and interest in the statue of Mr. Bryan. Within a year or two they would discolor the pedestal and would become simply black spots on it.

When the model has been restudied it should be submitted again to the Commission.

The Committee on the Bryan statue tentatively favored a site along the Rock Creek Parkway. It was discovered, however, that that location fell within the limits of Potomac Park as defined by law; and was therefore unavailable, under the Act of Congress authorizing the erection of the statue. The Commission, therefore, suggest the triangle on the north side of Pennsylvania Avenue between 18th and 19th Streets. The landscape treatment of the Triangle should be a part of the general design. The Commission have brought this matter to the attention of Mr. Borglum.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

Hon. Josephus Daniels, Chairman,
William Jennings Bryan Memorial Association,
Raleigh, North Carolina.

EXHIBIT J-1

C O P Y

THE NEWS AND OBSERVER
Josephus Daniels, Editor
Raleigh, N. C.
June 2, 1932

Hon. Charles Moore, Chairman
The Commission of Fine Arts
Interior Department Building
Washington, D. C.

My dear Mr. Moore:

I am in receipt of your esteemed favor of June 1.

I am very glad you brought the matter to the attention of Mr. Borglum.

I am sending a copy of your letter to Mr. Douglas, Mr. Roper and Mr. Berryman, who are all in Washington, and asking them to act for the Bryan Commission in the matter of anything that the Bryan Commission should do.

With sentiments of esteem and high regard, I am

Sincerely yours,

(Signed) Josephus Daniels.

EXHIBIT J-2

C O P Y

June 2, 1932.

Dear Mr. Lynn:

The Commission of Fine Arts at their meeting on May 27, 1932, carefully considered the question of design of a lamp post for the Capitol Grounds. It is understood that these lamp posts are to be erected in particular at this time near the Senate Office Building. The Commission had before them prints which you submitted of the model designed by Bennett, Parsons and Frost, architects, of Chicago, and Wyeth and Sullivan, architects, of Washington, D. C.

For years this Commission have found the subject of electric light standards most disquieting and perplexing. Twenty-five years ago, Frank Millet designed a single light pole--graceful, inexpensive, and adequate for its day. When more light was required by the authorities, Henry Bacon designed a taller standard, keeping substantially the Millet design. The Bacon standard is dignified, of fine proportions, and may be adapted to carry two lights.

Of the standards submitted the Wyeth standard resembles the Bacon one, but misses some of its simplicity. The cross-arm is too heavy, and the ornamentation detracts from the main idea of such a standard. As this Commission conceive it, an electric light standard, being primarily a utility, should be as simple and as dignified as possible, attracting to itself no attention. Its proportions should be in keeping with the great buildings near it. It should not be so slender as to seem a mere pipe-stem.

Mr. Bennett discussed these matters at length with this Commission and the basic ideas were in accord. He is to try a new design for submission in the near future.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

Hon. David Lynn,
Architect of the Capitol,
Washington, D. C.

EXHIBIT K

ARCHITECT OF THE CAPITOL

Washington, D. C.

June 8, 1932.

Subject: Enlarging the Capitol Grounds, Design of lighting standard.

Mr. Charles Moore, Chairman,
Commission of Fine Arts,
Interior Department Building,
Washington, D. C.

My dear Mr. Moore:

Receipt is acknowledged, with thanks of your letter dated June 2, 1932, containing comments on lighting standards designed by Bennett, Parsons and Frost, Architects, of Chicago, and Wyeth and Sullivan, Architects, of Washington, D. C.

The comments and suggestions of the Commission in this matter are appreciated.

Yours very truly,

(Signed) David Lynn,

Architect of the Capitol.

HDR:LM

EXHIBIT K-1

C O P Y

June 1, 1932.

Sir:

The Commission of Fine Arts at their meeting on May 27, 1932, considered the sketches for architectural features of the grounds of The Triangle, submitted in your behalf by Mr. Louis Simon and Mr. Edward H. Bennett, Chairman of the Board of Architectural Consultants. The Commission respectfully report:

The Board of Architectural Consultants have discussed with the Commission of Fine Arts the desirability of tying together the buildings in the Triangle, thereby giving character and coherence to that group of monumental public buildings, especially along Constitution Avenue. In accordance with this idea that Board have submitted to this Commission sketches of typical pylons and small buildings, or Kiosks, calculated to serve this purpose.

This Commission is in sympathy with the fundamental idea. Also they approve the preliminary designs for the Kiosk and also for the pylons, with the understanding that a sculptor of repute be employed to design the eagle thereon, and that such design will be submitted to the Commission.

Some time ago this Commission considered the landscape plans for the development of the square to be created east of the Commerce Building wherein the memorial fountain to Oscar Straus is to be located. This Commission respectfully suggest that it is desirable now to have this landscape plan presented, to the end that work on the fountain may proceed, and the trees planted at the earliest possible moment. Delay here will keep back the development of that important area and thus maintain an unsightly place. Even if the full development of this area shall await appropriations, the main outlines of it can now be fixed and development can come as funds may be forthcoming.

Also this Commission favor the immediate planting of trees surrounding the small park on Pennsylvania Avenue near the Treasury.

Mr. Bennett also submitted a revised design of a flagpole base, which the Commission approved.

For the Commission of Fine Arts:

Very respectfully yours,
(Signed) Charles Moore,
Chairman.

The Honorable
The Secretary of the Treasury,
Washington, D. C.

EXHIBIT L

C O P Y

June 10, 1932.

Dear Colonel Grant:

As the Arlington Memorial Bridge and its related structures approach completion, the last details, on which the whole composition depends for its beauty and effectiveness demand the most careful study. From the beginning Columbia Island has been regarded as related to the Bridge. Lacking such landscape support the Bridge is shorn of its two-fold character--first, as the monumental entrance to Arlington Cemetery; and, secondly, as the connecting link between the Potomac Parks and the Virginia parkways. The essential consideration is that Columbia Island shall be so treated as to be a constituent part of one large composition. It should not be suffered to fall from this intended high estate into a mere thoroughfare.

At the time when the Plans of 1901 were made, Potomac Park was an undeveloped waste but recently reclaimed from the Potomac marshes. East Potomac Park was in the making. Columbia Island was regarded as but an extension of Analostan Island. The new plans not only located the Lincoln Memorial where it now stands, but also made it the focal point for the parkways up and down the Potomac. In those plans the Memorial Bridge (talked of since 1851) had its location changed from the line of New York Avenue to the present line from the Lincoln Memorial to the Arlington Mansion. The Commission of 1901 had to

vision to recommend "that a concourse suited to memorial treatment be established on Analostan (Columbia) Island; and that the extension of the passage from the island to the Virginia shore be distinctly subordinate to the bridge proper". That Commission also foresaw and advocated the creation of the Mount Vernon Highway.

Time and the steady development of the Plan of 1901 through thirty years has served to demonstrate that the large and comprehensive treatment then given to the improvement of Washington has proved both workable in practice but also satisfactory and stimulating to the American people.

Fortified by this experience, the Arlington Memorial Bridge Commission on April 22, 1924, submitted to Congress plans for the Memorial Bridge and for the treatment of Columbia Island in substantial accord with the Plan of 1901. For the treatment of Columbia Island the estimate for ornamentation and embellishment was $1,300,000. These plans and estimates were approved by Congress and have been the controlling plans in all the work. A detailed plan of the treatment of Columbia Island is shown opposite page 2 of the Bridge Commission report to Congress. To this plan, approved by Congress, the Commission of Fine Arts now advises adherence in so far as its essential features are concerned.

As shown in the approved plan, the fundamental conception is the general treatment of the entire island in a broad, simple manner, the two elements being stretches of grass and large trees. No shrubs,

except incidentally; no flower beds as such; opportunities for boating as the demand arises.

The center of the island to be treated in monumental fashion. The focal point to be the junction of the roadways from the Memorial Bridge (which requires special attention); from the Mount Vernon Highway; and from the Lee Highway as projected. The long cross axis terminating in two circles is necessary as a matter of design to support the long line of the Memorial Bridge. Without it the composition would be weak and ineffective. The terminal circles are a necessary element in the composition. Also they permit convenient one-way roads to skirt the island--roads that will always be attractive for driving and also will be convenient at times of ceremonial funerals, when the direct road to Arlington Cemetery is closed and by-passes are needed for uninterrupted flow of traffic.

The objection sometimes raised to circles is that they obstruct traffic. How fallacious this objection is may be noted in the case of the circle at the westerly entrance to Alexandria on the Mount Vernon Highway. But even were the objection valid, the motorist should feel that on Columbia Island he is in the park system of Washington, beautifully designed for enjoyment as a dignified approach to the National Capital.

It is to be anticipated that as the Mount Vernon Highway is developed as an access to numerous parks, some large (as in the case of the present Fort Hunt) and other smaller sport parks, the expansion of Washington, already beginning to be felt, will soon become

recognized as a fact. Then the parks in the city proper will be relieved of their present congestion--a congestion which now gives up to a few what was meant for the many.

For all these reasons, the Commission of Fine Arts recommend that the plans for the treatment of Columbia Island as approved by Congress be adhered to, with only such modifications as will tend to enhance the fundamental conception as above outlined.

Supplementing this report as to the general project, the Commission of Fine Arts accompany it with detailed advice as to the treatment of specific features, together with blue prints.

It is to be noted from the accompanying drawing that the inside radii of the curb of the central plaza, which includes the peristyles with fountains in the center on the cross axis of Columbia Island Plaza, are to have a diameter of 100 feet; that the roadway adjacent to the peristyle is to be 50 feet wide; that the plan provides for a rotary traffic scheme which will require automobiles to travel around each peristyle in going over the Memorial Bridge in either direction; that the space (60 feet) between the peristyles will be closed to traffic by means of movable posts and chains. This space would be opened only during a funeral or other processions between Washington and Arlington. The areas between the peristyles should be separated by a curb, excepting the center 60-foot drive so as to prevent parking on the plaza. This cross axis of the plaza should be further emphasized by a pavement similar to that of which the curb will be

constructed and differing from the pavement of the Arlington Memorial Bridge proper. Instead of hedges there should be balustrades to connect the bridge pylons with the pedestals supporting the proposed sculpture indicated on the plan. The planting should be carried out according to the report of Mr. Gilmore D. Clarke, landscape architect member of the Commission of Fine Arts. A copy of his report is enclosed. Certain other features especially as to the planting, recommended by Mr. Clarke in his report on Columbia Island, should be carried out. The Commission of Fine Arts have approved the report.

For the Commission of Fine Arts:

Very respectfully yours,

(Signed) Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,

Executive and Disbursing Officer,

Arlington Memorial Bridge Commission,

Washington, D. C.

TO THE COMMISSION OF FINE ARTS:

REPORT ON THE DEVELOPMENT OF COLUMBIA ISLAND
AND THE MAIN APPROACH TO THE NATIONAL CEMETERY

In accordance with your request at the last meeting of the Commission held in Washington on April 26th, I am pleased to submit herewith a report on the subject of the development of Columbia Island in the District of Columbia and the main approach to Arlington National Cemetery in Virginia. On May 18th, I conferred with Mr. W. M. Kendall, representing the firm of McKim, Mead and White, Architects, and Mr. J. L. Greenleaf, Landscape Architect, each representing the Memorial Bridge Commission. Both of these gentlemen concur with me and approve of the recommendations contained in this report except as otherwise noted.

(1) Columbia Island Central Plaza

(a) The writer suggested that the inside radii of the curb of the Central Plaza be increased from 85'-0" to a minimum length of 100'-0". The minimum width of the drives around the peristyles shown on the McKim, Mead & White plan (Memorial Bridge - Entire Project - revised to 3-25-32) is shown 56 feet. It is recommended that this road width be reduced to not less than fifty feet (50'-0") inside of the curbs. This narrowing of the drive will permit increasing the radii of the inside curbs to 100' without necessitating a change in the outside curb alignment and location shown on plan referred to above.

It was agreed that increasing the distance between the curb and the peristyles would improve the general appearance and provide a space in which a ground cover could be planted and thus provide a desirable strip of green between the curb and the peristyle.

(b) The importance for providing a rotary traffic scheme was pointed out by the writer to the end that vehicles might proceed in an orderly fashion, with the danger from collision reduced to a minimum. To require all vehicles to go around the central plaza will cause the operators to slow down and the reduced speed will be conducive to more

quiet and dignity so necessary in this central composition. By providing for rotary traffic, it becomes feasible and desirable to reduce the widths of the drives referred to under (a) to 50'-0", which is sufficiently wide to accommodate all of the traffic in one direction entering the plaza via the four 60'-0" roads. These will not carry more than three lanes of motors in any one direction.

In order to insure the permanence of rotary traffic, it was suggested to eliminate the area designed to be drive pavement between the two circular islands shown on plan heretofore referred to, by providing a curb between them on each side, omitting only that portion 60' in width across the center on line with the driveways across the bridges. Mr. Kendall stated that he would study the problem to determine whether a curb or possibly granite posts and chain would be most appropriate. In a letter Mr. Kendall addressed to me, dated May 20th, he stated that he had himself examined the situation carefully and had arrived at the conclusion that granite posts would be a disturbing element in the composition. He is still of the opinion that movable posts are sufficient and that the control of traffic is a police regulation. I believe that the traffic must be made rotary and to this end feel confident that the area between the peristyles must be separated by a curb, except for the central 60' drive as recommended. Unless the central area between the peristyles is designed in a manner to prohibit its use for vehicular traffic (except for the central drive on the bridge axis), then it is likely to become a space where cars will be parked and these would be considerably more of a disturbing element than a permanent means which can be devised to prohibit traffic from using the area. The central 60' opening would only be used for funerals and other processions between Washington and Arlington. When not in demand for such occasions, it is suggested that this section of road be closed to traffic by means of removable posts and chain.

(c) Mr. Greenleaf suggested making certain changes in the walks in order to have the design conform more closely to the original plan. After some discussion, it was decided to change the location of the sidewalks at the bridge heads so as to follow the drive and thus become more direct. At the same time, the inside line of the walk could take a form so as to make the pavement pattern conform more closely to the original plan. Mr. Kendall agreed to give this further study.

It was suggested to omit the hedges shown and instead to substitute balustrades to connect the bridge pylons with

the pedestals supporting the river and fluvial gods. Between the walk and balustrades, it was suggested to use either grass or a low ground cover such as English Ivy or Vinca.

(2) Columbia Island - Two Terminal Circles on the cross axis

(a) It was agreed to recommend circles having radii of not less than 100'. The connecting drives should be carefully planned so that the connecting curb lines are as flowing as it is possible to make them commensurate with adhering to the general scheme of the driveway design. In order not to greatly increase the space between the rows of trees around the circles and hence the scale of the open area inside the trees in the circles, the inside row of trees must be planted as close to the outside driveway curb as possible, but not less than 12 feet. The path around the circle would necessarily be located between the two rows of trees rather than along the curbs as obtains along the axial drives.

(b) It was further agreed to have the narrow by-pass drives, which are planned to pass under the end arches of the bridges on Columbia Island, connect with the circles. It was recommended to make these each 24 feet in width and limited to one way traffic. (The drive along the Potomac for north bound traffic and the drive along Boundary Channel for south bound traffic.) These roads will be valuable as by-pass drives for traffic which desires to pass through from the Mt. Vernon Memorial Highway to the George Washington Memorial Parkway and viceversa, thus avoiding the necessity of passing through the Central Plaza. It was suggested to improve the alignment of the drive in the southwest quadrant by relocating Boundary Channel. This drive is too short, in the opinion of the writer, to permit introducing a reverse curve between the underpass of the Boundary Channel Bridge and the south circle.

(3) Alexandria - Georgetown General Traffic Road

It is imperative to have the existing general traffic road, now located along the wall north of the present boundary of Arlington, removed. With the addition of lands for cemetery purposes, extending from this road to the Boundary Channel, now occupied by the Department of Agriculture, it becomes increasingly more important

not to have a general traffic road traverse the middle of the National Cemetery. This road must be moved east to a location generally along the present railroad right-of-way and an underpass must be provided for it where it crosses the main axis between the Lincoln Memorial and the Lee Mansion as previously recommended. There can be no compromise in this matter; it is of paramount importance in the whole scheme for the development of Arlington and as well for the development of the dignified monumental approach to Arlington as provided in the McKim, Mead and White plan. The general traffic road must be depressed and there seems to be but one feasible location for it and that is parallel to the railroad.

(4) Grading of Columbia Island.

In the formal areas, the grades should conform to the general scheme developed by McKim, Mead & White. In grading the cross axis, the areas each side of the drive should be graded approximately level for a distance of 100' each side of the curbs. The remainder of the island must be graded and the areas carefully moulded to conform to the ideas expressed by Mr. Greenleaf and transmitted to Mr. Paine, Landscape Architect, employed by the Bridge Commission. The grades from the edges of all drives and walks should be as flat as possible, with flowing o-gee lines in section and conform to the best principles of design. The entire island must be given careful study as to grading since this is the base upon which the planting, which completes the design, will be built. The Commission of Fine Arts should review the completed grading and planting plans before formally passing upon this part of the design of Columbia Island.

(5) Trees

(a) Columbia Island - Formal rows of trees.

It is essential to the general scheme to provide for plantings of formal rows of trees around the central plaza, along the cross axis and around the terminal traffic circles at the ends of the cross axis. It has been suggested to use red oaks (Quercus rubra). This is a long-lived tree and most majestic when it reaches maturity. It is recommended to plant these trees not over 40 feet apart in each direction and staggered, but the inside and outside rows opposite on each side of the road. Where there are two rows planted about a circle, or otherwise radially, the inside row will be planted the same distance apart as those in the straight rows, the outer row located radially and staggered. This

will make the trees in the outer row more than 40 feet apart measured on the circumference. The oaks should be headed up high enough so that they will not obstruct views, which incidentally are finer when framed between the boles of trees than when seen without foreground enframement. No gaps need be left in the formal tree arrangement, since practically all views may be obtained satisfactorily under the trees. If any view is important enough to justify leaving a gap in the tree rows, such as the view on the axis of the suggested Lee Highway looking toward the Lincoln Memorial, the Washington Monument, and the Capitol as seen in eschelon, this may be definitely determined at a later date.

(b) The planting of the informal areas of the island must be carefully studied so that the island presents an atmosphere of simple dignity and restraint. Shrubs should, in general, not be used; the informal landscape compositions should be principally of lawn areas and trees, the latter planted in groups and occasionally as specimens, all placed after careful study.

(c) Central axis planting. (From the Boundary Channel Bridge to the Cemetery Entrance.)

It is suggested that white oaks (Quercus alba) be used in three rows on each side spaced approximately 40 feet apart staggered. There are many fine white oaks on the slopes of Arlington Cemetery and it is thought that this species will make a fine, dignified, formal avenue of approach. The oak is slow growing, but long-lived, and the individual picturesqueness of character, the long horizontal arms thrust out over the formal hedges will, when the trees reach maturity, provide a picture such as may be seen nowheres else in the world.

The hedges called for in the plan could be of any one of several materials. The following are suggested for consideration and in the order of the writer's preference:

Taxus cuspidata
Yew

Ilex crenata microphylla
Japanese Holly

Ilex opaca
American Holly

Crataegus oxyacentha
English Hawthorne

Pyracantha coccinea
Firethorn

Viburnum prunifolium
Black Haw

Rhamnus carthatica
Buckthorn

Tsuga carolina
Carolina Hemlock

Respectfully submitted,

(Signed) Gilmore D. Clarke,
Member, Commission of Fine Arts.

May 23, 1932.

C O P Y

June 14, 1932.

Dear Colonel Grant:

I am sending you a revised plan of the central feature of Columbia Island which has just come with a letter from Mr. Kendall, as follows:

> "I send herewith a slightly revised plan of the plaza on Columbia Island, which I went over carefully with Mr. Clarke and Mr. Swartwout, and they both approve the few changes made. One of them was restoring the path to the space adjoining the balustrade. This has the result of giving a more rectangular character to that area, instead of that which the Commission referred to as the spiral lines which neither Mr. Clarke nor Mr. Greenleaf approved of, in the preceding plan submitted, the path being on the spiral line gave a greater accent to that line. Also we have followed Mr. Clarke's suggestion making the exit to the north and south a greater radius."

Will you please note the changes from the plan as recently sent to your office, as indicated by Mr. Kendall?

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
Arlington Memorial Bridge Commission,
Washington, D. C.

EXHIBIT M-1

C O P Y

June 1, 1932.

Dear Colonel Grant:

The Commission of Fine Arts at their meeting on May 27, 1932, inspected with Major Gillette and Mr. William Mitchell Kendall, representing the architects of the Arlington Memorial Bridge Commission, the models of lighting fixtures exhibited on the Arlington Memorial Bridge by the Crouse-Hinds Company of Syracuse, New York. These models were of the low four-foot type, designed to reflect the light from posts similar to those on the plaza of Saint Peters Cathedral in Rome. The models were placed at the curb of the bridge by Mr. R. F. Monesmith, representative of the company, who stated that these lights could be placed on the dies of the balustrade. There were also exhibited a series of standard 15-foot lamp posts, such as are erected in the streets of Washington by the District of Columbia Government. On one-half of the bridge, the lamp standards were placed 110 feet apart and on the other half they were staggered at 110-foot distances. The Commission drove over the bridge two or three times to inspect the lighting by the Crouse-Hinds Company and the District lamp posts.

Thereupon the Commission gave very careful consideration to the Crouse-Hinds models. They seemed to the Commission rather clumsy and as they are only four feet high the light strikes both pedestrian and automobile driver in the eye. To place the Crouse-Hinds lighting

fixtures in the dies of the Memorial Bridge would mean extra expense in cutting into the stone and would disfigure the architectural beauty of the bridge. The Commission of Fine Arts, therefore, disapproved the Crouse-Hinds model as a lighting fixture for the Arlington Memorial Bridge.

The Commission regard the 15-foot lamp posts too high. A lamp post somewhat lower should be especially designed by the architects of the Arlington Memorial Bridge. A model of such design should be made and erected on the Bridge for inspection by the Commission of Fine Arts at some future time. In the opinion of the Commission very little lighting is needed for the Bridge and it would seem the lamp posts might be staggered.

For the Commission of Fine Arts:

Very respectfully yours,

(Signed) Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
Arlington Memorial Bridge Commission,
Washington, D. C.